

MOTOR RACING

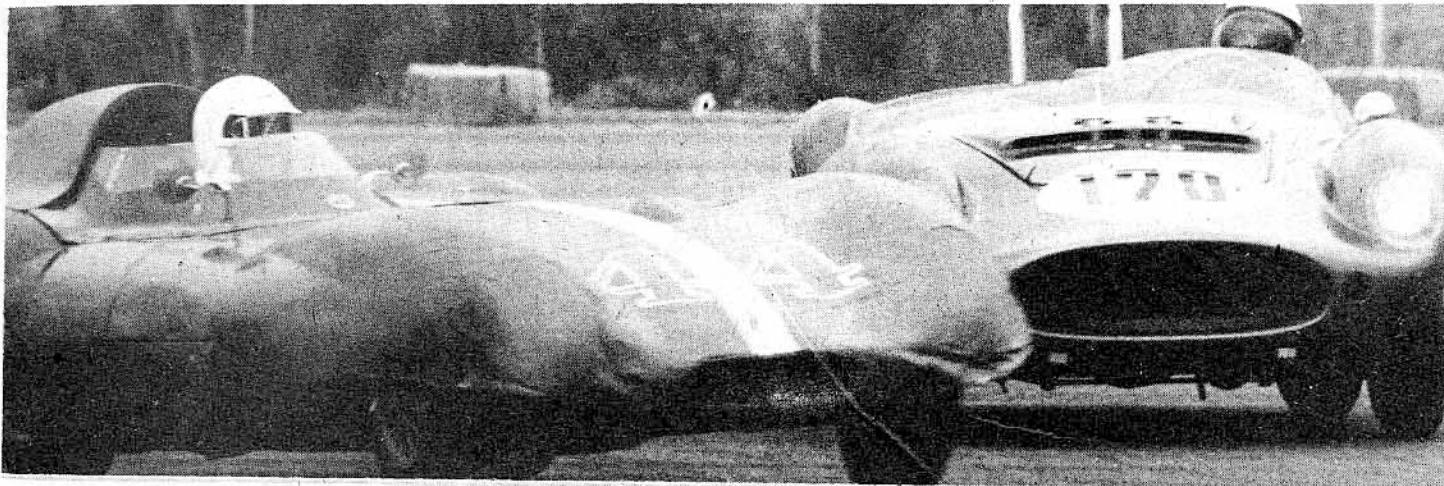
and
ECONOMY CAR NEWS

5th Year - No. 15 Culver City, Calif.

(Published bi-weekly except last issue of calendar year)

May 27 - June 3, 1960

25c



BEST DUEL of the LA-San Diego SCCA race weekend involved the two cars shown in top photo—Frank Monise's 1098cc Lotus (44), on the outside, and Pete Woods in the 4640cc Devin. It was a hair-raiser in feature race, with Woods finishing 6th, and Monise 4 sec. behind for 7th. Monise led Woods until he spun out. Dick Morgensen won the

25-mi. race. Monise took the small modified car race. Lower photo: Ak Miller, Whittier, winner of the Salt Lake City headliner in his potent Devin-Olds, lends race queen his helmet for victory lap. The car was tough on tires and Miller couldn't have gone another lap. (Top photo by Bill Norcross, bottom by Village Studio, Salt Lake City)

Rodriguez Boys In Cup Race

NEW YORK, May 15—Ricardo and Pedro Rodriguez, sensational Mexico City sports car pilots, will drive in the Vanderbilt Cup Formula Junior race at the 1 1/2-mile Roosevelt Raceway June 18-19. This will be the second appearance of the elder Pedro in an East Coast race.

From here, they, along with other top drivers, will leave to compete in the famed 24-hour Le Mans classic the following week.

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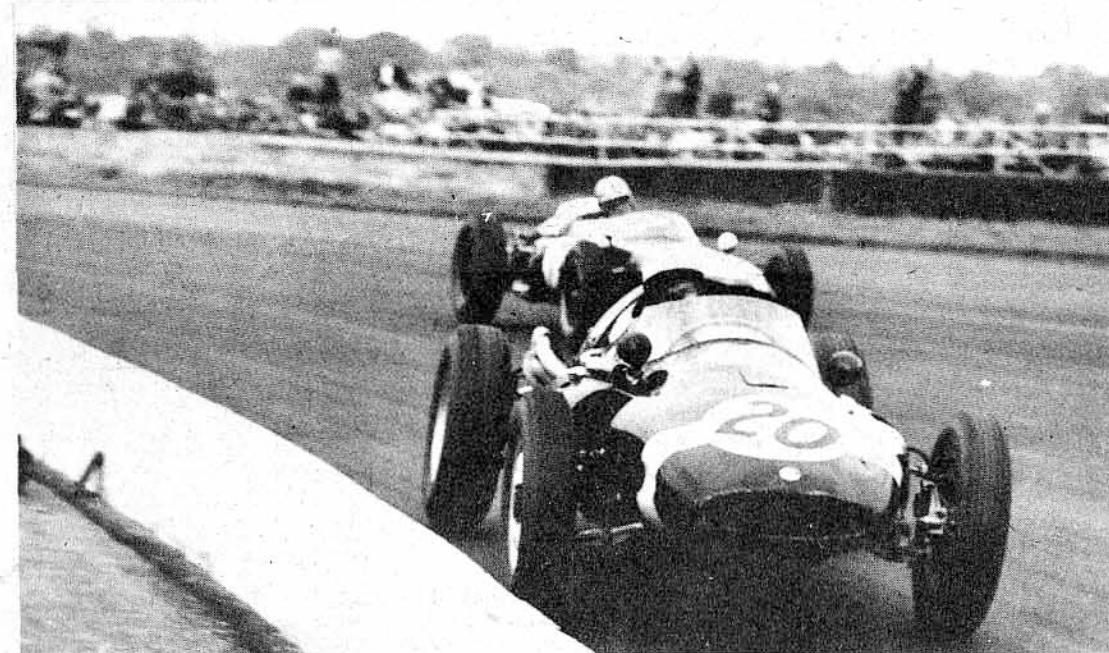
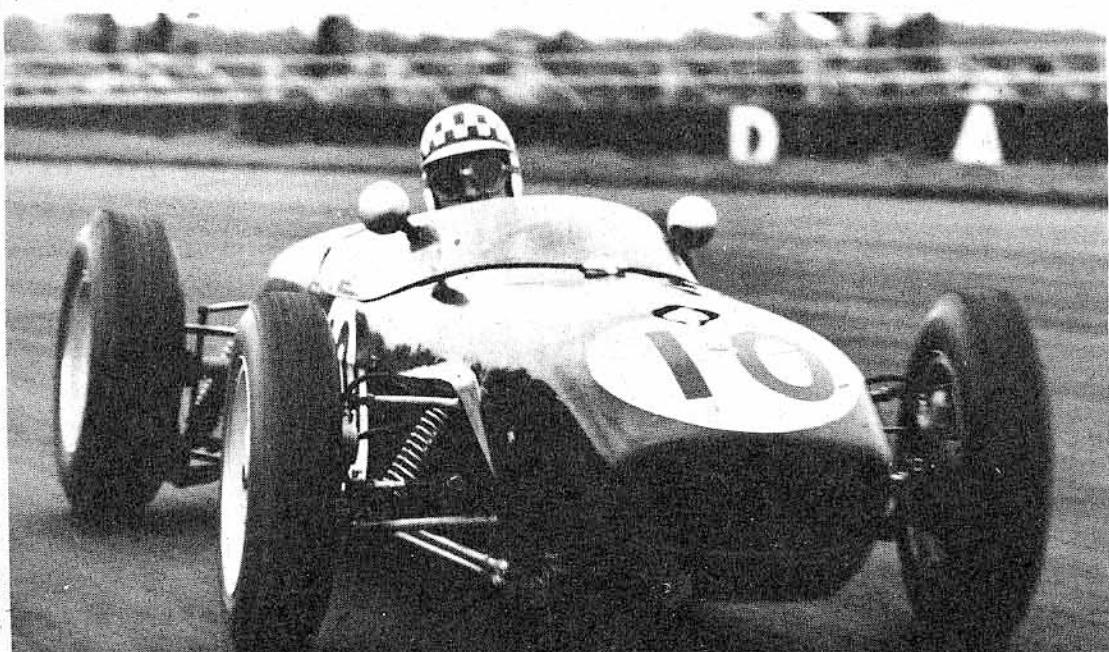
25c

Hansgen Wins At Cumberland

CUMBERLAND, Md., May 15—Walt Hansgen of Westfield, N.J., drove Briggs Cunningham's Maserati Tipo 61 to victory in the SCCA Cumberland national feature here today. He averaged 71 mph. The race was 56 miles (35 laps).

Gaston Andrey was second in a similar type car, followed by Roger Penske and Bob Holbert, Porsche RSKs, and Dick Thompson, Sting Ray.

GURNEY-MOSS TRIUMPH



COMPARATIVE NEWCOMER to Grand Prix racing, Scotsman Innes Ireland (top) booms on his way to victory in the Daily Express' International Tourist Trophy at Silverstone, England. He drove a Lotus and averaged 108.82 mph for 150-mile race. Below: Stirling Moss, in a Cooper, who was in contention early, but failed to finish. Story on Page 3. (MOTORRACING photos by Henry N. Manney III).

2.8 Maserati Wins At Nurburgring

ADENAU, Germany, May 22—The team of Dan Gurney of Riverside, Calif., and Stirling Moss of England today won the 1000-kilometer sports car race on the Nurburgring. They drove an American-owned, Italian-made Maserati the 2.8 "Birdcage" tipo 61.

The two drivers are rated among the best. The car was entered by The Camoradi Stable, run by Lloyd (Lucky) Casner of Miami, Fla.

A 1.7-liter German Porsche, driven by Sweden's Joakim Bonnier and Olivier Gendebien of Belgium, finished second and took first among the small sports cars up to 2000cc.

Ferrari, which lost three of its four entries, one by a fire at the pits, took third with its remaining car, piloted by Cliff Allison of Britain and Willy Mairesse of Belgium.

A fire which broke out during a stop for a change of drivers destroyed the Ferrari driven by Giorgio Scarlatti of Italy, and Wolfgang Seidel of Germany.

Fourth went to another Porsche, driven by Hans Herrmann of Germany, and Maurice Trintignant of France. The Camoradi Stable took fifth with a Maserati driven by

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Vignettes

By Gus V. Vignolle

- FI FURORE
- PORSCHE'S VIEW
- ADIOS, SEBRING

THE FURORE continues over the opposition to, and approval of, the new limits for 1961 Formula 1 racing — from 2500cc to 1500cc and the 1100-pound standard as decreed by the CSI of the Intl. Automobile Federation (FIA).

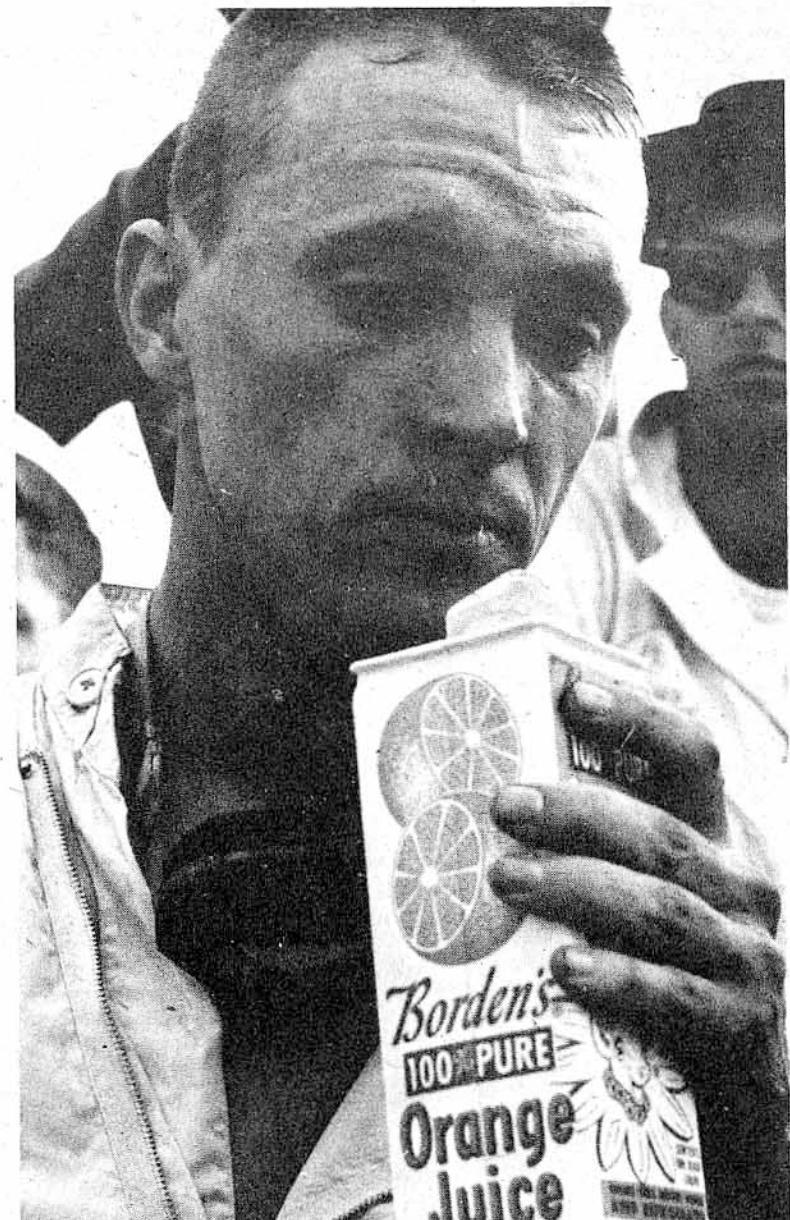
Elsewhere in this issue MOTORRACING presents the stand taken by Enzo Ferrari.

It was reported Ferrari and Porsche were not in favor of the change because they have F2 cars which could be modified to run as F1 in 1961.

Signor Ferrari's statements do not seem to bear this out.

It is well known by now, of course, that British motor racing interests, consisting of racing car builders, drivers, fuel and oil

(Continued on Page 3)



MOTORRACING photo by Henry N. Manney III

DAN GURNEY LIKES SPEED AND ORANGE JUICE
He and Moss Win 1000 Km. Nurburgring Race in Maserati

Exclusive

1500cc Limit Opposed by Enzo Ferrari

MODENA, Italy, May 25—Contrary to popular belief, Enzo Ferrari, the noted racing car builder, told MOTORRACING here today that he opposed approval of the reduction to 1500cc and 1100 pounds of Formula 1 cars for 1961 Grand Prix racing.

He said he expressed this attitude to Italian representatives of the Int'l. Sporting Commission (CSI) of the Int'l. Automobile Federation (FIA). They obviously did not take this into account, and with their French, Swiss and Dutch colleagues decided to kill the present 2500cc limit, "erroneously deeming it dangerous and obsolete," Ferrari said.

The car builder said this is the reason he did not build any F1 cars in 1959 and did not plan to build any for the 1960 season.

"In my opinion," he declared, "no formula is completely wrong or perfect and even the strang-



ENZO FERRARI

est formulas have some merit, depending on the distances to be covered."

This will result in a battle among manufacturers seeking the utmost output from a 1500cc engine, and having 1100 pounds at their disposal, they will not be compelled to "adopt acrobatic solutions as far as the chassis are concerned in the very expensive field of extremely light metals," Ferrari added.

Four other racers following after Threlfall also hit the twisted mass of wreckage and bodies.

In the News

CRASH KILLS 7

AIX-LES BAINS, France, May 22—Chris Threlfall, a British race driver, and six spectators were killed today and 20 were seriously injured when a racing car hurtled into the wreckage of an overpass which collapsed onto the track.

The overpass had been erected especially for today's race, an elimination for the French Junior Grand Prix. The race was halted after the accident.

A few spectators near the ends of the overpass managed to jump clear as it caved in. Others fell helplessly into the path of the oncoming cars. Threlfall's Elva-DKW crashed through the debris at 100-mph hurling several spectators into the air.

(Continued on Page 7)

DAN GURNEY LIKES SPEED AND ORANGE JUICE
He and Moss Win 1000 Km. Nurburgring Race in Maserati

Letters to Motoracing

How WRONG Can You Be?

May 22, 1960

The Wheel
2001 Van Ness Ave.
San Francisco, Calif.

Gentlemen:

I see by the latest issue of **The Wheel** that vituperative old Tom Wilson is back doing business at the same old stand. Enjoyed his article — not because it was amusing but because I can't remember when I've heard of a man who was actually there getting so many mistaken impressions.

I don't want to belabor the point — it's not really worth it — but I think you might want to correct some of the really mistaken impressions your readers might have gotten from Tom's diatribe.

First, the starter who stood in the middle of the course did this only during practice. This is done to assure a slow "feed-off" for practice — and it works very well.

Then there was the remark about the young bike riders jeopardizing the Cal Club's insurance. The American Federation of Motorcyclists furnish their own insurance for their riders and according to their insurance man, Joe Quaid, their policy does not have a "minor exclusion clause." So Tom needn't worry about that.

And there wasn't any "bite" for USAC sanction fees, either. The Cal Club sponsored it, put up the risk capital, staged the whole show — and kept the profits. And there were more profits than Tom might have thought, too, by the way.

Pay off to pro drivers? Heaven forbid. The Cal Club's Vaca Valley races — and all Cal Club races — are wholly amateur. No prize money, no appearance money.

Cal Club officials pushing press people around? Oh, come now. I haven't had any complaints about the press being pushed around — and believe me, if it does happen, I hear about it.

Emergency equipment? There were at least two ambulances on hand at all times — one at the start-finish line, the other standing by in the turn three area. In fact, for a couple hours there were three ambulances, the extra being stationed at turn seven. And emergency communications? What did Tom think all those people were doing with headsets, listening to the ball game?

Also, at a Cal Club race, the emergency equipment rolls when the race chairman says roll. And if a driver doesn't give an immediate "okay," the chairman says "Roll!" Who but old Tom would object to that?

Inadequate number of personnel around the course? We've heard this before from Northern Californians who are no doubt used to seeing large swarms of people on corners and I think that this misunderstanding comes from a difference in approach to the running of a road race. The Cal Club strongly subscribes to the practice of the efficient minimum of personnel in these dangerous areas and it has paid off — both in safety and insurance premiums.

And there weren't any girls on chaises lounges on the corners either. And we like it this way.

Finally, what really hurts was that we were nice to Tom at Vaca. Didn't even kick him off when he swiped the assistant starter's chair. Next time we'll be nasty and make him furnish his own chair.

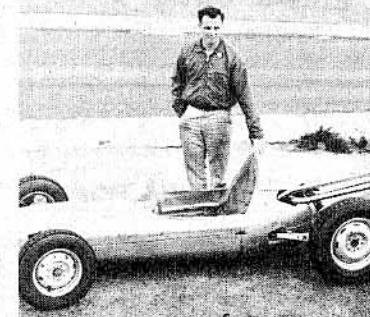
D. D. MICHELMORE, President
Board Of Governors
California Sports Car Club

DDM/jc

cc: Tom Wilson
MOTORACING

NW FORMULA JUNIOR

As you know, we build Formula Junior racing cars. After reading your paper on the races in Mexico, Vacaville and Riverside, I am inter-



ested in any races for Formula Junior. We would like to send a car to FJ races if everything works out. I am enclosing a photo of our BKW car.

DWIGHT BOOTH
Spokane 11, Wash.

EDITOR'S NOTE—Car is powered by 1000cc (approx. 70hp) Auto Union engine, sells for \$2800 (FOB Spokane).

PAYOLA QUERY

Being an advertiser and devoted

reader of MOTORACING and your

column, your remarks on Payola

were very good, that is all except

one. Please explain to me what the

Triumph Tour has to do with Payo-

la. We have been selling the Tour

for the past three years and all our

customers have paid both ways.

Another remark was that Triumph

Sales were slipping. Pray tell me

where? The Triumph was number

one selling sports car in the United

States. In 1959 the sales were 30%

over 1958. With the new Triumph

Herald coming, watch out!!! If you

have the figures on 1960, let me in

on them. If they look black, I will

close my doors and start selling

boats to ex race drivers.

I am on your side, Gus; maybe

one of your spies got a little Payola

from Gough Industries. Like your

reading matter, Dadee-o, but lay

off Triumphs; it's still the greatest.

If you are ever out our way, drop

in. We would like to show you

around the Valley's swingingest

Sports Car Agency.

L. JACK DRAPER

Auto Works

Granada Hills, Calif.

CHEER FOR DENVER

Thought the enclosed column by

Chuck Garrity (Denver Post, 5-9-60)

might be worth a bit of space, or

at least mention of same. (ED.

NOTE—Read VIGNETTES.)

Especially since the non-sports

car Sports Dept. (you'll note he

does not use the term "sports car"

at all) of the non-sports car Denver

Post, saw fit to give this plug,

we, who have tried to advance the

sport in this area are gratified.

And, personally, thanks for the

continuing good coverage of MO-

TORACING.

ALEX C. MOREAU

Denver 6, Colorado

TODD YARNS PRAISED

It is with pleasure the last few copies of MOTORACING that I have read included "Safety in Motoracing", by Dick Todd. His level-headed approach and common sense make his article a reading must for the new fellows being introduced to racing and others as well.

Dick, as you know, broke into sports car racing back in 1956, doing the mechanical and pit chores for Gordon Crowder in Gordon's then famous #48 Porsche.

Since Dick has been active with the clubs in technical inspection and other duties, I have never been on a race weekend that he has not been courtesy to all and a true benefit to the sport.

Please renew my subscription to your paper which, I'm sorry to say, died some months back.

JOE CATRON

Costa Mesa, Calif.

WORD FROM MIKE

Was going to give up the paper because I'm so far away from the sports car scene, but I would miss your pungent pot shots, so guess I'll keep my subscription going. It's

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AND ECONOMY CAR NEWS

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a peculiarity of the sports car business that you spend four or five years learning how to do something and then can't sell the knowledge for love or money.

On a recent visit to Monterey, I discussed that very thing with Lou Gold. Like all of us, SCRAMP has reached the "Moment of Truth". How do you make money in sports car racing? They were discussing terms with the Examiner . . . As you know, SCRAMP terms with the Army on the track property are difficult. They call for, among other things, a certain amount of each race take to go to a local charity. With the club getting entry money, race expenses, the Examiner charities etc., SCRAMP was afraid there would be nothing left for local charity, plus the fact that the SCRAMP treasury is down to nothing and they had HOPED to have one successful race to build up a little reserve. Like the local racing clubs, SCRAMP has discovered that there are so many sticky fingers in the racing pot that it's most difficult to make money on racing. I'd like to see them find the formula, (because of all the non-profit racing organizations, I think they are the most honest group I've worked with.) But I'm afraid there is no formula.

MIKE HAMILTON
Los Angeles 26, Calif.

WANTED!

Motoracing
Ad Space
Salesman

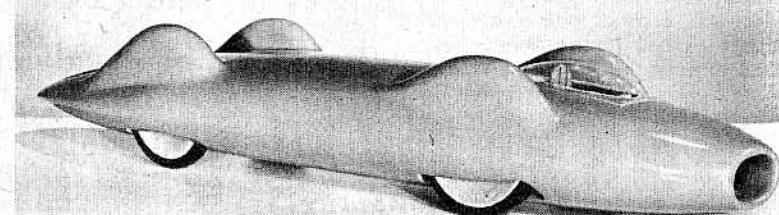
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Write MOTORACING

P.O. Box 1127, Culver City, Calif.



MICKEY THOMPSON in his Assault 1 (top) pops shot after breaking all existing speed records of the 1-kilometer and 1-mile distance from a standing start at March Force Base. The Pontiac-powered car averaged 132.94mph for the kilometer and 149.23 for the standing mile. Below: The "Bluebird", newly-designed \$3 million gas turbine-driven car capable of speeds to 500mph, in which Donald Campbell of England will attempt to break the world's land speed record in September at Bonneville Salt Flats, Utah. The present record is 394.196 mph set at Bonneville in 1947 by the late John Cobb. The engine is a Bristol-Siddeley "Proteus", free turbine, modified to drive all four wheels. The finished car will weigh 8,000 lbs. The overall body dimensions will be 30 feet long, 8 feet wide and 4 feet nine inches high. The wheelbase and track will be 13 feet six inches and 5 feet 6 inches respectively.

ECONOMY CAR NEWS

By MARGUERITE COOK

MOTORACING Staff Writer

In England, there is also an annual economy run sponsored by the same major gas company as in America. A summary of the class winners of the 1200 mile event this year as reported in "The Motor" helps explain why we don't hear much about it here.

The main trophy, for the greatest improvement over class average mpg, was won by an E. Jones and his son driving a Standard Ensign.

An entrant in the 1600cc to 16-000cc class, the winning car averaged 40.39mpg. Best mileage of any car, regardless of class, was registered by an Austin 7 driven by T.T. Wolfendale and R. Mollart. It was 57.15mpg! A Wolseley 1500, with 46.44 mpg, won the 1000 to 1600cc class; and a Ford Zephyr, for cars over 2500cc, with 32.47 mpg.

Almost every car entered did better than the winning Rambler American in the recent Los Angeles to Minneapolis run. As you may recall its approximately 28-mpg average was highly touted as evidence of American economy and we suppose it is.

Now its official: The Buick-Oldsmobile-Pontiac Division of General Motors has formerly announced at the annual meeting of stockholders that it'll produce its own compacts 1961. These will be the Buick "Special," the Oldsmobile F-85, and the Pontiac "Tempest." All cars will have conventional front positioned engines.

However, domestic car sales during the same 1960 period showed a 14 per cent boost. As everyone knows that is due to the encroachment of the domestic compacts, and there are indications that the big three—dollar wise—are not too happy with their inroads.

L. (Tex) Colbert, Chrysler board chairman, has complained that the switch in customer preference to compacts and economy models of standard size cars has cut severely into American automotive profit margins.

A New York investment firm, Arnold Bernhard & Co., bluntly calls the introduction of compacts "a form of price-cutting," and complains that less optional equipment is being sold per car.

Adds the company, "every time a dealer sells a Falcon instead of a Ford,

(Continued on Page 7)

PACIFIC COAST RACE STANDINGS

4. Chuck Parsons, Lotus Ferrari	25
5. Carroll Shelby, Porsche RSK	21
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• Vignettes

BY GUS V. VIGNOLLE
MERITED PRAISE FOR
CONTINENTAL DIVIDE RACEWAY

(Continued from Page 1)
companies and accessory and tire manufacturers are violently opposed to the change.

As a matter of fact, they laid down an ultimatum that they would not support as the world's drivers' championship formula the proposals of the much-blasted FIA.

How about Porsche, the German giant killer which has reached a stage of eminence in European and US road racing?

MOTORACING, in addition to contacting Enzo Ferrari, also went to the Porsche source, the man who could supply the answers—Huschke von Hanstein, the Porsche team manager. Here is what he had to say in Stuttgart upon his return from Sicily, where the German car won the Targa Florio championship sports car race:

"We, at the Porsche factory, are fully in favor of the proposed change of the formula in 1961. However, we want to point out that we did not influence the CSI for its adoption. It is our sincere belief that the new formula will bring a wider range of cars and drivers and, of course, it will automatically improve competition for starting places.

SPECTACLE LOSS?

"There are many people who probably believe that there will be a loss of spectacle as compared with the current formula. However, if one considers this matter thoroughly, one will see that the situation will be otherwise. Today, the Lotus and Coopers race with the same chassis and body with 1.5 and 2.1 engines, and automobile-minded spectators cannot see the difference, especially as the noise is exactly the same.

"Moreover, and as a matter of fact, these cars are on most circuits only slower by approximately five seconds per lap. With a larger field and more intense competition between several makes, these slower times will not be noted and, moreover, they would become faster, since the development in the racing departments of the automobile factories will never rest.

"We, at Porsche, can never of criticism of the new formula has been the minimum weight clause. We fully agree that 500 kilograms (1100 pounds) for a Formula 2 car is too much. Our present cars are considerably below this figure.

"We are convinced that everyone will agree that some control structure is a necessity. A minimum weight is not the complete answer, of course, but on the other hand it would be difficult to arrive at any other standard.

"We, at Porsche, can never hope to compete with Mercedes and BRM if their rumored eight-cylinder engines transpire. There is, however, far more to motor racing than sheer horsepower. Naturally, we shall continue with the development of our present cars. Without hesitation, we may express that we are in complete agreement with the new safety measures required by CSI. This includes the necessity for a battery for a self-starter.

"Usually, if a driver goes off the road, it is his own fault, but it is unforgivable that he will be made responsible for other cars involved when he is trying to push his car back on the road. To make it clear, the carrying of a battery is the lesser of two evils."

★ ALFA TO RACE ★

Remaining on the European kick, I'd like to pass on conflicting reports published in Spain and France concerning Alfa Romeo's racing plans for next year.

MOTOR MUNDIAL of Spain says AR returns officially next season with a new 1.5-liter model which is now being prepared. But Parisian L'AUTOMOBILE de-

clares the marque is not racing-minded, concentrating on its expanding clientele. Assertedly, an existing 1500cc prototype boasts innovations to be incorporated in future commercial jobs.

★ ★ ★
Thanks to Alex C. Moreau of Denver (see Letters, Page 2), we were given an insight into the high-type of promotion at the Continental Divide Raceway near the Rocky Mountain city. He sent along a column by Chuck Garrity of the Denver Post showing that Ray Lavelle, general manager of the course, had the best interests of the fans ahead of everything (\$ making).

At a recent race, rain and snow had raised havoc with access roads leading to the course. The parking lots were a quagmire. Garrity reported that Prexy Sid Langsam, rather than have cars bog down, ordered Lavelle to bar the gates to about 1500 cars . . . and thus 4000 fans could not gain entry.

That was a loss of about \$5000, but prevented making enemies by the inconvenience. The races were not postponed in order not to ire drivers who had come from many, many miles away. The track was in good shape, and said Lavelle: "It would not have been right not to let them race."

A big, lusty cheer for Langsam, Lavelle and CDR!

★ ★ ★
DEAR OLD SEBRING

All of this writer's harpoons at that dump-of-dumps, Sebring, have not been for naught. Brother, get a load of this—there may be no more Sebring. Hallelujah!

Writes my good amigo, Steve Da Costa, technical editor of CAR LIFE in NY: "Hope to see you at Riverside for the Grand Prix late in the year. Looks like your Sebring blasts took hold!"

To tell you the truth, both Dean Mears and Steve Mason have indicated they indeed would be surprised if the second US Grand Prix for FI cars does NOT wind up at Riverside.

The simple clowns who ignorantly had upheld the Sebring cause should take note!

★ ★ ★
CAR ADVERTISING

So the LA SCCA says no advertising on cars. They ought to sober up. Why allow decals of that oil company to be plastered over all the cars. . . and that alleged victory flag with the company insignia? The Cal Club is guilty here, too.

Come on—what gives, Flavio?

Poor Harry Schell who was killed at Silverstone recently.

The former US tank corpsman once said: "With me racing is a business. I don't take chances..."

A new spot has opened for sports car fiberts—and it's really swinging, man. It's the Mardi Gras on Wilshire, and the majordomo is well-known Jim Simms, president of the Bachelors Sports Car Club. Racing films, club meetings . . . and the hot band of Mason Ponnall and his quintet with dancing and entertainment nightly. Drop over to the Sports Car Rm. there. . . Lots of the rallying people are a little miffed at Geo. Holland for failure to come out with definite word on whether or not the American Intl. pro rally will be held this year. . . Received three great books last week, and lack of space prevents reviews in this issue, but we hope to get caught up soon. They are the revised edition of SPORTS CAR RALLIES, TRIALS AND GYMKHANAS, by my good friend, Art Peck, and David Hebb; the official 1960 MONZA YEARBOOK in English and Italian, by the Natl. Autodrome of Monza, and the annual FERRARI YEARBOOK. All excellent. . . Not ONE LINE of publicity has been received on the June 4-5 Laguna Seca race!

IRELAND LOTUS 1ST

Hits 108.82 Average at Silverstone

By HENRY N. MANNEY III
MOTORACING Staff Writer

LONDON, May 14 — Every year the English hold a sort of come-all-ye just before the Grandes Epreuves start in which they bring all the design-type bugs into the open and in addition swipe speed secrets off any furriners sappy enough to show up.

This little get-together is called the International Trophy and is held on the windswept acres of Silverstone ex-airfield. Everybody is very pleasant, as not much pressure is on except for money being involved and the paddock buzzes with the latest dope about how Vandervell has bought a FI Lotus to put one of his engines in and how the Ferraris are going the moto al dietro route (in back, Tazio, in back) at Monaco and what Reg Parnell said to Stirling Moss when the latter made a hard right turn into the pits from the paddock without looking, wiping out at least one Aston Martin and landing his Cooper up on the pit counter.

At the beer tent you can hear how pretty Tony Brooks' new baby is and how fast the new fiber-glass Lola is, and isn't it a damn shame about poor old Harry Schell, losing it like that in the rain and killing himself practicing for what wasn't even a proper Grand Prix. He would have objected violently, I'm sure, if he had had much choice.

Race day was that rare bird, a sunny and green green green English spring day, and all over the place one saw relaxed individuals flaked out on the grass instead of watching the 25 starters streak away from the line.

Well . . . Salvadori's Aston sort of stuttered away and Phil Hill's Ferrari went faster than it should have because teammate Allison behind gave him an almighty bang in the keester, a dirty deed for which the Englishman paid later when he had to stop and get the nose warped out again. Moss, understandably having gear pinions in mind, got off rather gently but nevertheless was third on the first lap directly behind the rear-engined BRM's of Bonnier and Gurney, but these dropped back gradually with various bothers and Mossy took the lead forthwith, tailed by World Champion Brabham in the appreciably smaller 1960 Cooper, Lotus No. 1 Innes Ireland, and BRM's Graham Hill, who promptly made a mistake and went down a few places. Motorcycling champ John Surtees then pulled up to fourth in his first drive in a FI car but alas it began to smoke badly and maybe he will know better next time.

Meanwhile, back at the ranch, Salvadori had retired his spluttering Aston but then Trintignant in the fuel-injected ditto wasn't going much faster, although it sounded clean. Making lots of keen noise but getting nowhere with their piggy handling were the Ferraris of Hill (Feel) and Allison, the former gritting his teeth and literally hurling the twincam V-6 around the bends any old way in pursuit of Gregory (Cooper), who was looking pretty hairy himself.

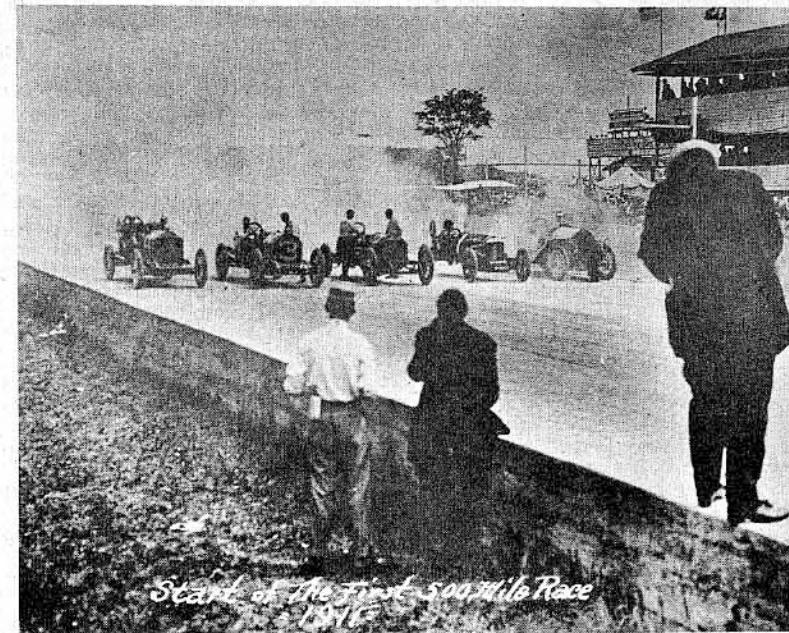
In fact, all the Coopers looked exciting in contrast to the imperturbable Ireland who was running around as on the proverbial trolley tracks and soon, in spite of Moss' raising the lap record three times and Brabham once, the

(Continued on Page 7)

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NOISY HIGH-WHEELED cars emitting clouds of exhaust are pictured above as they lined up for the start of the first Indianapolis race more than half a century ago. These early-day vehicles are a far cry from today's sleek streamlined racers which turn laps at 147mph. Fifty years ago, race cars carried "riding mechanics" to keep oil pressure pumped and to watch out for cars approaching from the rear. Ray Harroun's radical innovation—the world's first rear view mirror—helped him win this 1911 race by eliminating the additional weight of the rider. Harroun became the first of 38 winners at the Speedway to roar across the finish line on Firestone tires. His winning speed was 74.59mph.

Andrey Birdcage Victor In Conn.

THOMPSON, CONN., May 22—Gaston Andrey of Framingham, Mass., driving Mike Garber's Tipo 61 "Birdcage" Maserati, ran away with the 20-mile modified sports category race at Thompson Raceway today. He set a new class D race record by averaging 71.04 mph and was only 5 mph off the absolute record established in 1958 by Chuck Daigh in the 6-liter Scard-Chev.

Stutz Plaisted of Lynnfield, Mass., driving the ex-Reventlow 1.5 liter Cooper Grand Prix Formula 2 car, quickly established a commanding lead in the Unrestricted Category race and set a new race record of 68.8 mph upping by 2 mph the previous record held by John Meyer of Locust Valley, N.Y.

The Grand Prix Formula Junior section of this race was won by Harry Carter of Litchfield, Conn.

with his Stanguellini at 65.63 mph after a race-long duel with Charlie Rainville of Coventry, R. I., also Stanguellini mounted.

Third in this class was taken by Paul Sagan of Uniondale, N.Y., with his Taraschi. Don Auray of Westport, Conn., won the Formula 3 section at 61.5 mph with a Coop-Norton.

With 140 entries, the day's racing was outstanding and under the new SCCA production category classifications the competition was notably close, with Chris Noyes winning class E production with his Alfa Romeo Veloce by half a car length over John Wright and his Porsche 1600.

The next SCCA race at the Thompson Raceway two-mile road racing course will be held on Sunday, July 17.

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- Pikes Peak Hill Climb July 4
- SCCA National Sports Car Races July 16-17

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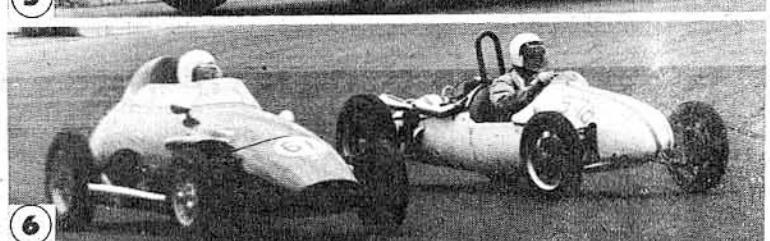
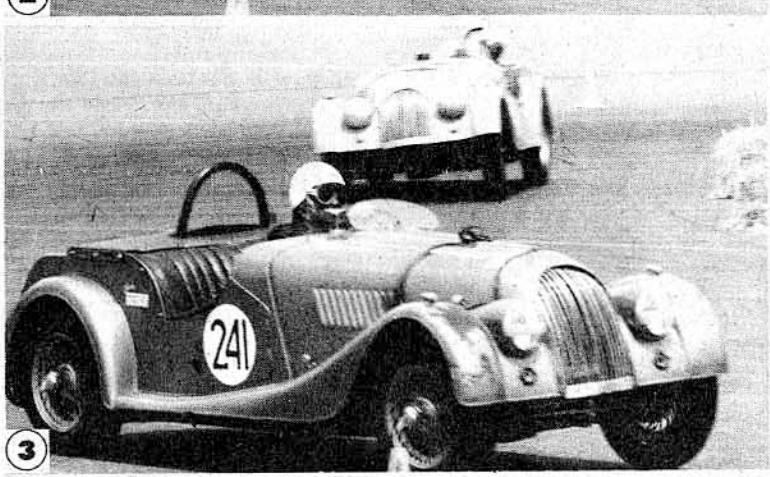
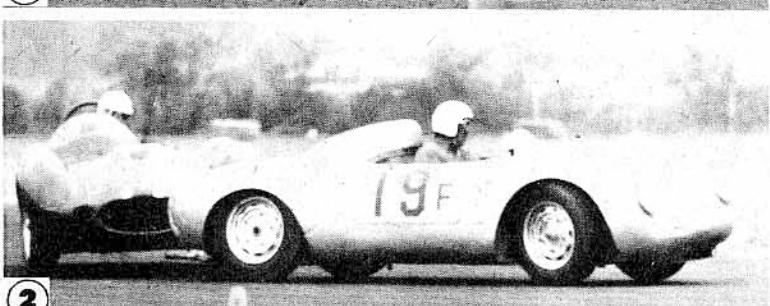
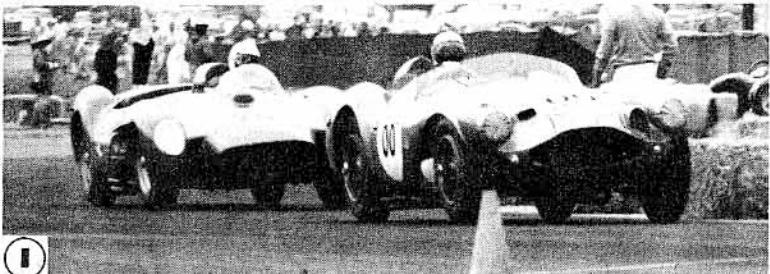
Out of the Horses Mouth

BY TED DAVIS of the Grand Prix Restaurant

Look on Page 12 of the June issue of *Playboy* magazine for a yarn on the Grand Prix Restaurant . . . Thanks to Art Peck of CBS Radio in NY for sending us the new revised edition of the popular book he and David Hebb authored, "Sports Car Rallies, Trials and Gymkhana's" . . . Good luck to John Fox, the popular ex-500cc driver, who has taken over Castrol in the Pacific NW . . .

We doff the sombrero to Duane Alan and Howard Campbell, who took over the stewards' job at the SCCA Del Mar races while Lindley Bothwell was in Indianapolis . . . And here's a dilly: Popular Gordon Crowder, RE here last year, who helped me announce the races at Del Mar, was nailed for the boxoffice formality in order to get in. They didn't recognize him . . . I felt like I'd found the key to a Vassar dormitory while dining with six of the Women's SCC's loveliest Saturday night . . .

One of the clubs has clamped down on the non-advertising policy as it pertains to racing cars. But—get this—9 of the 10 Corvettes at Del Mar were dealer-sponsored—and they're rightfully looking for a little break to get their name out . . . And how about that oil company and its insignia on the cars? Is or isn't that advertising? . . . Yours truly was one of the judges at the McKinley School for Boys concours in Encino. It was won by Don Ricardo's terrific 300SL (best-of-show). Don also displayed a 500K Mercedes once owned by Gestapo Chief Himmler.



DEL MAR RACES—(1) Jack Matthes, Aston Martin-Corvette, leads the eventual winner Dick Morgensen, Ferrari TR, in the early stages; (2) There was a hectic dice for several laps until Mike Roetner, (197), Ferrari Monza, at this instant accidentally nudged D. D. Michelmore, Porsche RS, who spun on turn 8, losing 2nd place. Roetner took 2nd, Michelmore 3rd in feature; (3) Roger Slowi on way to win in E production race, followed by Dr. Ken Hayes. Both drove Morgan Plus 4s; (4) Bob Bondurant out in front in the big car production race, followed by Tony Settember. They finished 1-2 in Corvettes; (5) Willie West winning the small production car go, followed by Bruce Augustus. They finished in that order in Alfa Romeo Giuliettas; (6) R.C. Gould, Stanguellini Jr., on the outside in the formula race. The F3 Cooper, driven by Ken Nichols, passed Gould, then lost the lead and finished 6th. Gould won. (Photos by Bill Norcross)

Morgensen at Del Mar

Ferraris

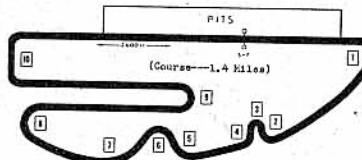
1-2, Then

Porsche

By JOE SCALZO

Special to MOTORACING

DEL MAR, Calif. May 15 — An estimated 5000 spectators watched Phoenix resident Dick Morgensen win today's feature event of the Los Angeles-San Diego SCCA Del Mar races, as he easily took the measure of the 19-car starting field. The win was Morgensen's third at this course. He won



the main event here in 1958-59.

Morgensen, driving his Testa Rossa Ferrari, won the 20-lap race for B-G modified cars by 32 seconds over Mike Roetner in a Ferrari Monza. Cal Club president D. D. Michelmore was third in his Porsche RS.

At the start of today's finale, Jack Matthes, in his Corvette-Aston Martin, jumped into the lead, followed by Morgensen, Michelmore, "Bat" Masterson, in the "Bat-Mobile" Chevy, and Roetner. Matthes, after laying down a good 250 feet of rubber at the start, held on to his lead for four laps, out-accelerating the Morgensen car on the straights, but losing ground on the corners of this 1.3 mile, 10-turn course. Morgensen got around him on turn 8, and quickly began building a lead.

In the second place, a fierce battle was being waged between Matthes, Michelmore, Roetner, and Don Wester's RS Porsche. The last three got by Matthes' Aston one by one, and a few laps later the blue Aston-Corvette retired with mechanical problems. The Wester Porsche did ditto shortly afterwards.

Michelmore and Roetner diced for second for several laps until Roetner accidentally nudged Michelmore's car on the 8th corner, causing the Porsche to spin, which relegated the Reseda driver to third. Roetner continued on to finish second.

Art O'Connor, in his new Lola, took fourth, after finishing second to the Frank Monise Lotus XI in the under-1100cc race. Bill Dixon, Maserati 3-liter, was fifth.

Actually, the big duel in today's modified go was between Frank Monise and Pete Woods in a 5-

(Continued on Page 7).



TOP ACTION—Ed Barker (24) leads the pack in his Porsche as he drives to victory in the LA SCCA class F production car race at Del Mar. Close to his right is Gary Beitel, Porsche, who took 2nd and behind is R.G. Kirby, Porsche, 4th. (Photo by Bill Norcross)

Del Mar Race Chart

May 15

Race 8—Modified B, C, D, E, F, G. Time: 24m25.9. Avg: 61.4. Miles: 25. Laps: 20		
Pcs.	Secs	Driver
1	23	Morgensen
2	32	Roetner
3	40	D. Michelmore
4	50	O'Connor
5	54	Dixon
6	58	Woods
7	IL 7	Monise
8	IL 19	Maselin
9	IL 20	Shutes
10	IL 20.5	McGee
11	IL 21	Budurin
12	IL 30	Chaffee
13	IL 59	Duhamel
14	3L 95	Masterson
15	3L 95	Dunlop
DNF—Matthes, Aston Martin—Corvette; Chaffee, Lotus MG; Wester, Porsche RS 1500; Taylor, Lotus Mk-IX.		

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

WE WERE TALKING the other day to John English, the Pulitzer prize winner (for police reporting) who drives an Alfa Romeo in West Coast races. We were buggering him about his being beaten in recent races by cars of much smaller displacement . . . Austin Healey Sprites and the like.

We stood at the Grand Prix bar while John looked sadly at all the trophies Bob Drake and Mary Davis had won, row upon row of them overflowing the backbar shelves.

"I know the smaller cars have been beating me, but they're a couple of things you have to consider. I've got a lot to learn about driving. I don't really know too much about engines and I haven't enough money to cheat successfully."

Did You Hear?

Race announcer Ted Davis commented at Del Mar, for the benefit of the crowd, "Sprite racing is quite cheap. You can buy a new one for \$1750. Then, \$3000 later, you have a good chance of winning."

Party Party!

Freeloads, more properly referred to as Press Parties, have been coming back into fashion again. Williamson Motors had one a week or so ago for the opening of their newest showrooms at La Brea and Slauson, and last week there was another for Lord Rootes at the Beverly Hilton.

One thing about us is that we always try to be extremely well-mannered at functions of this sort. For example, we have always considered it to be the worst possible insult to the host to be late to a freeloader, or to leave before the

bar closes.

It's sometimes difficult, but noblesse oblige, like we always say. Oh, shut up, WRC, and have another drink.

Shades of Palm Springs

The other weekend, when we were prospecting in the Mojave desert, we thought of a line which could be easily applied to that Swamp in the Desert, Palm-Out Springs: "There's no shade at all, and very little of that."

We're not quite sure what it means, but it sounds sort of nice.

Heavy Threat

Did you spot the Ferrari driver at the recent race who was trying to sabotage Bob Drake's "Birdcage" Maserati? He'd cut a small hole in the chassis tubes and was pouring in molten lead when they caught him. They gave all the metal back to him, although exactly how we never did learn. We do know that his nickname is no longer "Lead Foot," although that's close.

It's A Fortune

And the other driver who figured that if he got out of the car at a pit stop and ran around it once, it might change his luck.

It did. He tripped on an oil can and broke his leg.

Calendar

JUNE

4-5-SF SCCA PCC races (Laguna Seca), Monterey, Calif.

4-5-Central Illinois SCCA races.

4-5-Washington SCCA races, Maryland, Md.

5-6-FIA Grand Prix of Holland (FI, FJ), Zandvoort.

11-12-Philadelphia SCCA races, Vineland, N.J.

11-12-USAC sports car races, Meadowdale Int'l. Raceways, Carpentersville, Ill.

18-19-Nat'l. Chicago SCCA races, Elkhart Lake, Wisc.

18-19-NY SCCA races, Roosevelt Raceway.

18-19-NW SCCA races, Shelton, Wash.

19-Oklahoma SCCA races.

19-FIA Belgium Grand Prix (FI).

19-Tour of Calabria (sports, gran turismo and touring cars).

Rally - Caravan to Sequoia by AHOC

Combining the best features of a navigational rally, caravan and three-day vacation, the Austin Healey Owners' Club is sponsoring a rally-caravan to Sequoia Nat'l. Park June 24-25-26. It is open to the public. Total entry fee of \$6.50 includes dash plaque, camping charge at the first night's stop and park entrance fee.

Rallymaster Jim Marshall states there will be two rally legs the first night out, one put on by the Los Angeles members and the second by the Fresno members of AHOC. Balance of the trip will be completed at the driver's leisure.

Camping accommodations have been arranged Friday night at Three Rivers Motel, a few miles outside the entrance to Sequoia, and the club plans to camp in Giant Forest Village Saturday night. For those not interested in the sleeping bag and campfire bit, independent reservations may be made at Three Rivers Motel and at the Giant Forest Lodge.

Cars entering the event will depart from Black Bull Restaurant, 10430 Sepulveda Blvd., San Fernando, Friday, June 24, immediately after entry at any time between 6 and 7:30 p.m. First rally leg starts after a rest stop en route. Post entries are welcomed.

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GOLDEN WEST RALLY

Richardson Blandford Score Win

SAN FRANCISCO, May 22—Homer Richardson and his navigator Isabel Blandford, both of Livermore, Calif., won the third annual Golden West rally, national SCCA event sponsored by the San Francisco region. They had a 49-second error.

The winners, members of the Twin Valley SCC, drove a Triumph.

Second went to Hugh James, San Jose, and Jim Coyle, Los Altos, Triumph, 57 seconds. In third place were Doug Rich and Pete Ankersmit, San Francisco, Porsche, 75.

Best effort by Southern Californians was turned in by Mel and Juanita (Nean) DeLoof, Manhattan Beach, last year's national champions and winners of the Great Canyon national this year. They finished fourth in a Jaguar, with an 81-second error. They were second in last year's Golden West.

The next six places were as follows:

5—Olen Nance and George Patterson, Livermore, Corvette, 118; 6—Phyllis and Homer Banks, Sacramento, Volkswagen, 125; 7—Jim Vargiu and Eric Field, Stanford University, Triumph, 130, won award for best novice (open to people who had not competed in Golden West Rally before); 8—Spike and Rowena Lanitz, Vallejo, Porsche, 156; 9—Joe and Sandy Booth, Vallejo, Porsch, 167; 10—Peggy and Carl Nelson, Castro Valley, MGA, 179.

The 17-hour rally covered 508 miles through 16 checkpoints. Eighty-one cars started at near-by Ignacio, and there was an overnight stop at Oroville. Gene Hammon was rallymaster, assisted by Jack Bunce.

NEW IMPORTED PASSENGER CAR REGISTRATIONS

January thru February 1960

	Calif.	North	South
1 Volkswagen	3076	1389	1687
2 Renault	2181	904	1277
3 Volvo	674	293	381
4 Hillman	659	214	455
5 Fiat	631	200	431
6 Austin-Healey	584	224	360
7 English Ford	574	240	334
8 Opel	490	139	351
9 MG	439	142	297
10 Triumph	423	150	273
11 Morris	396	214	182
12 Simca	392	188	204
13 Peugeot	348	187	161
14 Metropolitan	314	89	225
15 Mercedes Benz	289	94	195
16 Sunbeam	190	66	124
17 Borgward	189	99	90
18 Jaguar	172	64	108
19 NSU	147	23	124
20 Vauxhall	115	43	72
21 Citroen	112	40	66
22 Austin	110	39	71
23 Lloyd	91	41	50
24 Taunus	81	33	48
25 Porsche	66	31	35
26 Datsun	64	20	44
27 Singer	63	14	49
28 Goliath	56	48	8
29 Toyopet	54	10	44
30 BMW	52	12	40
31 Alfa-Romeo	46	19	27
32 DKW	38	14	24
33 Skoda	37	20	17
34 Lancia	33	12	21
35 Panhard	29	24	5
36 Humber	19	5	14
37 Moretti	19	8	11
38 Fiat Abarth	17	3	14
39 Rover	15	6	9
40 Miscellaneous (14 or less each)	82	24	58
Industry	13377	5391	7986
	(Courtesy Motor Registration News of Calif., Oakland 6.)		



R.W. KASTNER couldn't quite catch Merle Brennan's BMC-powered Formula Jr. in all-production and Jr. race but "Kas" swept all production honors for the weekend in his TR-3. Bottom: Dr. Robert Paul of Rawlins, Wyo., relaxes during victory lap with Queen Jeanne Berg after winning under-1600 modified feature going away in Porsche RS. The action took place in the highly-successful SCCA road races at Salt Lake City. Other photo on cover page. (Photos by Village Studio, Salt Lake City.)

Ak Miller Scores With Devin-Olds

BY BRUCE M. BELCHER
Special to MOTORACING

SALT LAKE CITY, May 22—All the elements that excite the interest of competitors and fans alike were present yesterday and today for the fourth running of the great Salt Lake Road Races.

In fact, a couple of the elements, a 45-mile-an-hour wind and 35-40 degree temperature, were almost too much for both groups on Saturday! But today, sunny skies and warmer temperature prevailed, and the field of 60 provided plenty of heated action for some 6000 fans on the 2.5-mile airport course.

The first two rows on the starting grid for today's feature lined up the Bocar XP-6, driven by Bob Carnes; Bill Smith's D-Jaguar; the Devin SS (ex-Pete Woods car) of John Brophy; and Ak Miller's Devin-Olds, followed by assorted

over-1600 modified and production machinery. At the end of 37 minutes and 54 miles, it was the Devin-Olds leading the D-Jag to the checkered flag by almost a half a lap.

At the start, the Bocar outdragged the pack into the first turn and stayed in front for the first eight laps, before losing first a cog, and then a front tire. The Devin SS was forced on the hay bales through turn 2 in the first lap; the resulting damage and delay kept it two laps behind the field. Miller spent the first six laps in third spot behind the Bocar and the D, learning the course, as he'd only one competition lap on the course since losing his gearbox in Saturday's modified race.

Then he started to move. (Continued on Page 7)

1955 FERRARI - 2 Litre Sebring winner.
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RALLY RESULTS AND STANDINGS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Flo Schumann	Charlie Schumann	SWSCC	A-H	1:18
2.	Ted Sparks	George Taylor	C.A.R.	Sprite	1:54
3.	Bill Chester	Elizabeth Chester	R M	Aifa	2:00
4.	Bob Cook	John Ryan	Tri-Angles	Porsche	2:27
5.	Don Royer	Howard Frank	LSCC	300 SL	2:49
6.	Gwen Thigpen	Ruth Piercy	C.A.R.	A-H	2:50
7.	Bill Doyle	Marge Moyer	C.A.R.	A-H	3:08
8.	Bill Rector	George Blondin	Astro	Sprite	3:17
9.	Doug Linder	Jack Carlson	NRSCC	Porsche	3:50
10.	Gordon Madison	Don Black	NRSCC	Peugeot	4:08
11.	Jim Traughber	Frank Herman	R M	TR-3	4:34
12.	Chuck Meredith	Patt Meredith	R M	Peerless	4:36
13.	Rod Stoik	Chris Stoik	GFCCA	Elva	4:44
14.	Joe Booth	Sandy Booth	Form. 4	Porsche	4:45
15.	Wanda Taylor	Chas. Kenyon	C.A.R.	Porsche	4:57
16.	Dick Butler	Lorraine Butler	C.A.R.	Porsche	5:22
17.	Dick Gardner	Frank Kranz	IWSSC	Porsche	5:55
18.	Mike Goodwin	Gene Kiggins	C.A.R.	Chevrolet	6:16
19.	Elizabeth Kacy	Bill Keife	R N	Corvette	6:25
20.	Les Weisbrich	Doug Sawin	C.A.R.	Porsche	6:28
21.	Millie Gruver	Tip Gruver	R M	Peerless	6:29
22.	Bob Piercy	Al Nesbitt	C.A.R.	Aifa	6:38
23.	Don Blunt	Bob Pietry	R N	Hawk	6:42
24.	Dick Coulter	Ron Going	C.A.R.	TR-3	6:43
25.	Jerry Aarons	Dick Anderson	SWSCC	Porsche	6:46

JUNE RALLIES

3 - - Calif. Assoc. of Rallyists (C.A.R.) offers the first of a monthly series FIRST FRIDAY NIGHTER 1 1/2 hrs. nav. 7:30 at Bond's Market Sepulveda & Victory. Same time, same place first Friday of every month \$2 Ted Sparks EM. Expert, novice & seat-of-pants classes. Call HO 2-5535

5 - - Space Technology Lab SCC presents ORBIT I the SCCSCC Championship event for June 7:30 A.M. 10 hrs. nav. 325 miles Dick Coulter & Ron Going RMs. Start at Bob's Drive-In 11000 Sepulveda San Fernando \$6 Call Helen Yatesow PL 3-4956

12 - - Four Cylinder Club of America's 3rd ANNUAL FIELD DAY at Santa Barbara Airport Nav. rally starts 8 A.M. 150 No. Los Angeles St. L. A. Other events at #2 ea. include lap time trials, acceleration & braking test, & fun-khana. Call Betty Warren PR 2-7526

19 - - SAN GABRIEL FCCA FOLIES DES FEMMES open rally for women only. Nav. 6 hrs.

24-26 - AHOC weekend rally and sleepout to Sequoia. See article

25 - - NASCAD's MIDNIGHT TIL DAWN IV SCCSCC open navigational event.

25-26 - CLOCK & DIAL offers BIG BEN 1960 a Northern Calif. Council championship event. Sears on Arden Way on Hwy 40 north of Sacramento 8 P.M. 12 hrs. nav. Write Phyllis Banks 6516 Kamp Way North Highlands, Calif. Homer Banks R.M. \$4.00

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	CLUB	MARK II	WHEELIE BOUNCE	D'ORO	GREAT WESTERN	TOTAL
1.	Doug Linder	Northrop	15	24	16	17	72
2.	Bill Chester	Rallymasters	*	22	21	23	66
3.	Jerry Aarons	Southwest	12	25	23	1	61
4.	Bob Cook	Tri-Angles	14	17	3	22	56
5.	Gordon Madison	Northrop	19	10	8	16	53
6.	Bill Eichelkraut	Northrop	21	21	9	0	51
7.	Chuck Meredith	Rallymasters	*	15	22	14	51
8.	Don Royer	Lockheed	22	6	0	21	49
9.	Jack Sparks	Pacific	23	*	25	0	48
10.	Bill Rector	Astro	25	4	*	18	47
11.	Flo Weisbrich	C.A.R.	7	19	14	6	46
12.	Duane Sparks	C.A.R.	*	23	18	0	41
13.	Wanda Taylor	C.A.R.	17	0	13	11	41
14.	Jerry O'Brien	Rallymasters	20	14	1	*	35
15.	Cal Hudspeth	Rallynauts	13	16	0	0	29
16.	Bernice Branson	C.A.R.	8	0	20	0	28
17.	Dick Coulter	C.A.R.	0	13	10	2	25
18.	Flo Schumann	Southwest	*	*	*	25	25
19.	Dick Kermode	C.A.R.	24	0	0	0	24
20.	Harry Schuck	Rallynauts	0	0	24	0	24
21.	Dick Pieper	Hughes	3	20	*	*	23
22.	Virginia Thomas	Clock & Dial	*	18	4	*	22
23.	Fred Behringer	Tri-Angles	16	5	0	*	21
24.	Jim Traughber	Rallymasters	*	0	6	15	21
25.	Mike Goodwin	C.A.R.	0	0	12	8	20

* Did not compete.

CALIFORNIA CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	CLUB	(1)	(2)	(3)	(4)	(5)	(6)	TOTAL
1.	Jack Sparks	PSCC	23	*	12	25	*	*	60
2.	Joe Booth	Form. 4	*	*	25	0	23	12	60
3.	Bob Cook	Tri-Angles	17	*	*	24	*	*	55
4.	Chuck Meredith	R M	*	15	*	22	*	14	51
5.	Jerry Aarons	SWSCC	*	25	0	23	*	1	49
6.	Don Royer	LSCC	22	6	*	0	*	21	49
7.	Cal Hudspeth	R N	13	16	8	0	*	0	47
8.	Les Weisbrich	C.A.R.	7	19	0	14	*	6	46
9.	Dean Shippin	T V	*	*	20	*	25	*	45
10.	Bill Chester	R M	*	22	0	*	*	23	45
11.	Phyllis Banks	C & D	*	*	24	*	19	*	43
12.	Bill Rector	Astro	25	*	*	*	*	18	43
13.	Bernice Branson	C.A.R.	8	0	*	20	14	0	42
14.	Duane Sparks	C.A.R.	*	23	0	18	*	*	41
15.	Hal Schell	T V	2	*	23	*	16	*	41
16.	Dick Coulter	C.A.R.	0	13	17	10	*	*	40
17.	Mike Goodwin	C.A.R.	0	0	12	12	*	8	32
18.	Ron Jones	SDRC	*	16	15	*	*	*	31
19.	Virginia Thomas	C & D	*	3	4	21	*	*	28
20.	Dick Kermode	C.A.R.	24	0	*	0	*	0	24
21.	Bob Piercy	C.A.R.	0	11	8	*	*	4	23
22.	Fred Behringer	Tri-Angle	16	5	*	0	*	*	21
23.	Robert Blair	T V	*	*	10	*	9	*	19
24.	Bill Johnson	Tri-Angle	16	*	*	*	*	*	18
25.	Doug Linder	NRSCC	15	*	*	*	*	*	15

NAVIGATORS

1.	Jack Sparks	Northrop	15	24	16	17	72
2.	Bill Chester	Rallymasters	*	22	21	23	66
3.	Jerry Aarons	Southwest	12	25	23	1	61
4.	Bob Cook	Tri-Angles	14	17	3	22	56
5.	Gordon Madison	Northrop	19	10	8	16	53
6.	Bill Eichelkraut	Northrop	21	21	9	0	51
7.	Chuck Meredith	Rallymasters	*	15	22	14	51
8.	Don Royer	Lockheed	22	6	0	21	49
9.	Jack Sparks	Astro	25	4	*	18	47
10.	Bill Rector	C.A.R.	7	19	14	6	46
11.	Duane Sparks	C.A.R.	*	23	18	*	41
12.	Cal Hudspeth	T V	2	*	23	*	41
13.	Dean Shippin	C & D	*	22	0	*	40
14.	Phyllis Banks	C.A.R.	8	0	*	20	40
15.	Bill Chester	R M	13	16	18	0	47
16.	Phyllis Banks	Astro	25	*	*	*	43
17.	Bill Rector	C & D	*	22	0	*	42
18.	Bernice Branson	C.A.R.	*	23	0	18	41
19.	Cal Hudspeth	T V	2	*	23	*	41
20.	Dean Shippin	C.A.R.	0	13	17	10	40
21.	Bill Chester	R M	*	22	0	*	40
22.	Phyllis Banks	Astro	25	*	*	*	39
23.	Bill Rector	C & D	*	22	0	*	39
24.	Bernice Branson	C.A.R.	*	23	0	*	39
25.	Cal Hud						

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MOTORACING

NURBURGRING

(Continued from Page 1)

Masten Gregory of Kansas City
and Gino Munaron of Italy.

Some 250,000 fans watched the
race, run partly in a dense fog that
shrouded the winding 22.8-kilometer
circuit through the Eifel Mountains. At one stage in the
middle of the race the course was
entirely covered with clouds and fog. As a result the times were
slow.

The winning car was timed in
7h31m40.5s for an average of 82.7
mph. Bonnier and Gendebien were
some three minutes behind at an
average of 82.3.

The race counted toward the
manufacturers' world champion-
ship. Porsche, with today's second
and fourth places, now leads with
29 points to 22 for Ferrari. Maser-
atti moved into third with 13 points.
Three more races this season will
count in the championship stand-
ings.

For Moss it was the third
straight victory in this grueling
endurance test. He won the past
two years with a British Aston
Martin.

Moss and Gurney twice lost the
lead during pit stops, once be-
cause of a broken oil line, but they
always managed to get back on top,
displaying driving skill which drew wild applause each
time they passed the grand
stands.

Phil Hill of Santa Monica, Calif.,
leader in the race at some early
stages, drove the last few laps in
a Ferrari handled by Allison and
Mairesse after his own Ferrari
broke down while in second place
at the 21st lap.

SILVERSTONE

(Continued from Page 3)

Scotsman pushed it up to 118.86-
mph, passed Brabham into sec-
ond, and then 15 laps later dodged
by Stirling and took the lead.

Moss, however, repassed four
laps later when the Lotus got
caught switching with tanks, but
was just on the point of being
gobbled again by Ireland when
the Cooper's front wishbone let
go and he slid harmlessly off the
road on the outside of a fast corner.
Inasmuch as Gurney was in
dead trouble with the gasworks
and Bonnier with brakes, Ireland's
teammate, Stacey, moved up a peg
into fourth behind the very fast
Graham Hill (BRM) and with the
eventual demise of the Swede's
car, Phil Hill and then Gregory
moved up on the leader board.

It only remained for Ireland now
to stay out of the horrible clutch-
es of Brabham which he did very
nicely, thank you, winning with a
fat two seconds to spare at a re-
sounding 108.82mph. Looks as if
Lotus might have something this
year.

1. Ireland (Lotus)
2. Brabham (Cooper)
3. G. Hill (BRM)
4. Stacey (Lotus) 1 lap
5. P. Hill (Ferrari) 1 lap
6. Gregory (Cooper) 2 laps
7. Fairman (Cooper) several
8. Allison (Ferrari)
9. Maitrediguy (Cooper)
10. Trintignant (Aston Martin)
11. Naylor (Cooper)
12. Hulme (Cooper F2)
13. Greene (Cooper)
14. McLaren (Cooper)
15. Marsh (Cooper F2)
16. Campbell-Jones (Cooper F2)
17. Taylor (Cooper)

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